

ITS- Rhode Island – “Lunch and Learn” Series
Presents

Red Light Running Camera Enforcement and the New Rhode Island Law

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January 11, 2006

Background

- Mayor Cicilline, in April 2003, announces a plan to reduce the budget deficit. Red light running cameras one component.
- District Court Judge Albert E. DeRobbio objected, saying only State can enact such a law.
- The “Rhode Island Automated Traffic Violation Monitoring System (ATVMS) Act of 2005” Bill Introduced by Representatives McCauley, Slater, Almeida and Diaz.

Background (Cont'd)

- Supported by Highway and Safety Officials and Municipalities, and Insurance Institute.
 - Safety Benefits ... Number and Severity of accidents reduced
 - Revenue Source
- Opposed by ACLU
 - Ability to challenge harder since violators notified weeks later.
 - Privacy concerns ... can lead to a proliferation of cameras capturing images.
 - Potential for abuses since Incentives for City and vendors to increase revenues by inducing violations.
 - Would have the effect of discouraging the implementation of engineering solutions that would make intersections safer.

ATVMS LAW – Highlights

- Rhode Island General Laws Section 31-41.2-1 *et seq.*
- Broad policy
 - “utilize the best available technology for the monitoring and prosecution of civil traffic violations, including automated traffic violation detection systems.” R.I. Gen. Laws § 31-41.2-2.
- Limited authorization
 - red light enforcement cameras only
 - sunset provision effective July 19, 2008

ATVMS LAW – Highlights (cont'd)

- Requires approval from DOT Director prior to installation.
 - Director must be satisfied that systems meet standards of efficiency and accuracy
- Requires DOT Director to promulgate rules and regulations.
 - Establish a procedure for approval and operation of systems
- Prohibits compensation to vendors based on the revenue generated by such systems.
 - Compensation to be based on value of equipment and services

ATVMS LAW – Highlights (cont'd)

- Further requirements:
 - Photo enforcement signs
 - Annual reports
 - Citations to be issued within 14 days
- Nature of violations: Civil, not criminal
 - Not to be included on driving record, nor to be used for insurance rating purposes until there is a final adjudication
- Privacy Protections
 - Photographs are not “public records” and must eventually be destroyed

ATVMS – Rules and Regulations

- Director Capaldi instructed Attorney Melissa Long and I to prepare the rules and regulations by which the program will be governed.
- Director Capaldi made it clear that the goal of the program was not to generate revenue but to increase safety.
- He realized that if public perception is that it is a revenue generating devices support for such systems would be lost.

ATVMS – Rules and Regulations (Cont'd)

- First Mechanics of How the Program Would work had to be established.
 - Single/multiple vendors selected/pre-qualified by DOT through RFP Process?
 - Towns would choose it own vendors?
 - Who would pick locations?
 - Who would administer the program?
 - Who pay to install and maintain Systems?
 - Etc.

Options for the Basis of the Regulations for Approval and Operation of ATVMS

- **Option 1**
- - Municipalities choose any vendor they wish as long as they meet RIDOT Performance Criteria.
- - The legislation allows them to place RLCs at any intersection not under state jurisdiction.
- - They would have to obtain permission to install RLCs at intersections under our control.
- - They would have to file a PAP application to install at State Intersections.
- - They would pay for installation costs associated with installing and maintaining RLC systems regardless of Jurisdiction.
- **Pros:**
- 1) RIDOT would **not** have to pre-qualify vendors, which takes time.
- 2) RIDOT does not incur any costs associated with these systems.
- 3) City's and Towns would have the benefit of being able to choose any vendor they feel comfortable with and retain the flexibility to utilize newer more advanced systems as they emerge with this rapidly evolving technology. This is important since they will be charged with administering the program.
- **Cons:**
- 1) Municipalities may balk at paying for RLC systems at State owned signals. Especially, when, as studies have shown, locations become unprofitable after a certain period in time.
- 2) RIDOT may need to write a specification for the RLCs and review shop drawings/catalog cut sheets for every municipality. Note: An alternative may be to set minimum criteria, which the vendor would have to meet.

Options for the Basis of the Regulations for Approval and Operation of ATVMS

- **Option 2**
- - Municipalities select vendor from RIDOT Pre-approved or pre-qualified list.
- - They would be responsible for all costs associated with RLCs at non State locations.
- - RIDOT would install/maintain and bear all associated costs for all RLC systems at State owned locations.
- - RLC system locations will be chosen by RIDOT and/or City/Town request.
- **Pros:**
- 1) RIDOT can choose the locations of the systems at intersections under state control (i.e as a countermeasure at a high hazard location with a high proportion of right angle crashes)
- 2) No PAP applications required.
- **Cons:**
- 1) RIDOT will incur costs associated with the systems under State jurisdiction while not directly sharing in the revenues
- 2) RIDOT would have to pre-qualify vendors, which takes time.
- 3) Cities/Towns would lose flexibility in choosing vendor.

Regulations – Approval Process

- First the city or town would submit technical specifications of the vendor they were interested in selecting
- We would review them to see if they meet the performance requirements listed in regs. (Note: Statute requires efficient and accurate systems).
- Criteria Purposely Left General. We didn't get into Different Technologies.
- Once approved then placed on approved list that can be utilized by others.
- Next engineering study must be performed to ensure that traffic signals and intersections are in accordance with all applicable standards (MUTCD, ITE, etc.).

Regulations – Approval Process

- Note the cities/towns can choose any intersection they would like as long as meet these standards regardless of accident history.
- Wasn't clear in the statute if we had the right to limit the locations.
- At State Owned intersections a Physical alteration permit must be obtained in addition to above referenced permission.
- A 3' x 4' photo enforcement sign must placed 200' feet in advance of any approach to an intersection with a RLC.
- Annual reports required showing accident, tickets issued, etc.

Regulations – Performance Criteria

- At a minimum, automated traffic violation monitoring systems must:
 - Provide a recorded image that identifies the vehicle and its rear license plate number prior to entering the intersection.
 - Provide a recorded image that identifies the vehicle and its rear license plate number in the intersection during a red indication.
 - Provide information relating to time, date, location, and duration of red light at time of entry at the instant the violations occurred.
 - Meet National Electrical Manufacturers Association environmental specifications.
 - Provide a minimum delay or “grace” time (enforcement threshold) of .2 seconds before photographing the vehicle.
 - Ensure that the yellow interval prior to violation being recorded conforms to the engineering study submitted for that intersection.

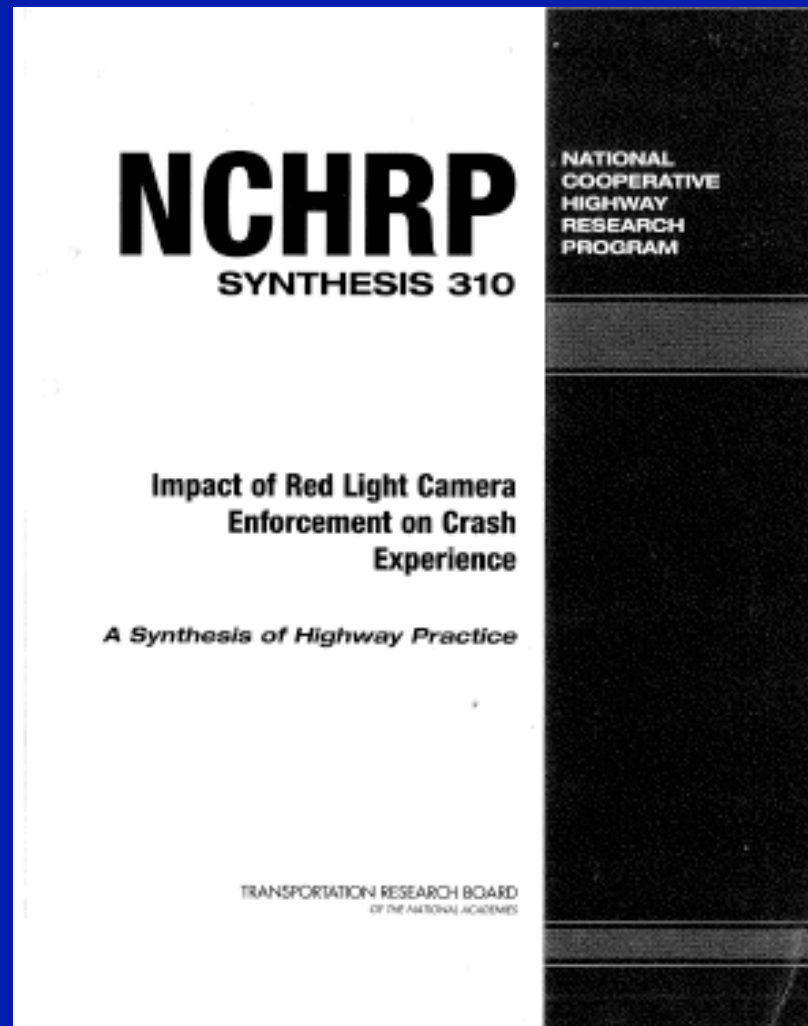
Regulations – Engineering Study

- Intersection meets traffic signal warrants as outlined in the MUTCD.
- Yellow times in conformance with ITE recommended times.
- Yellow times adjusted for 85th percentile speed and steep grades approaching signal.
- All red intervals set to a minimum of 1 second.
- Traffic signal faces free from all obstructions and visible for the appropriate distance (per ITE and MUTCD).
- Traffic signal face horizontal and vertical locations meet the requirements of the MUTCD.
- Signing in the area is visible, legible and does not require motorists to focus attention from the roadway.
- Traffic signal timing is optimized to current traffic conditions so as not to frustrate motorists and encourage red light running.
- Traffic signal is functioning properly, and if actuated, all detectors working properly so as to not cause additional delay.
- Parking is prohibited for at least 30' from the intersection approach

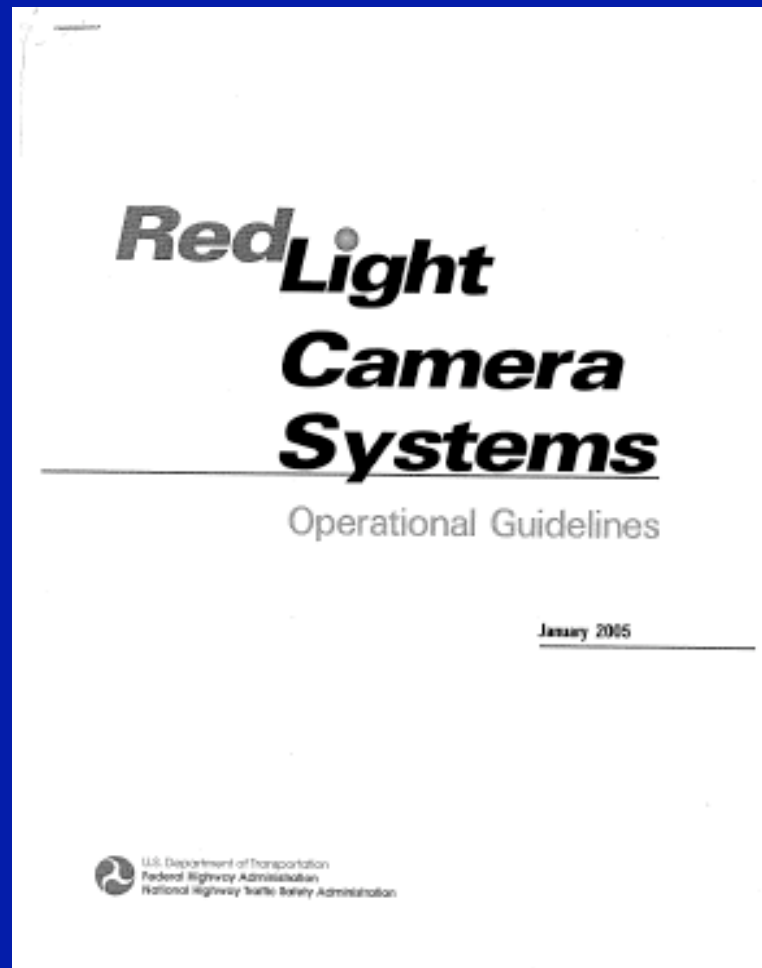
Regulations – Schedule

- 30 day comment period started on December 7.
- Public Hearing on January 4th.
- Rules effective 20 days after filed in Secretary of States office. Early February.

References



References



References

